

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR)

REPORT

SUBJECT Information on Drogoibych, Dubno, Odessa, DATE DISTR. 11 May 1960

NO. PAGES 2

REFERENCES RD

DATE OF INFO. 1957 *and light industries*

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

The following reports on towns in the Ukrainian SSR

- A. Drogoibych and Stryy, a two-page report, which mentions Plant No. 5, a secret plant in Drogoibych, the production of which was for the military services. No other details are given. The report describes a jet airfield near Stryy which was rumored to have underground installations.¹ There are a few details on municipal and military installations and officials in Drogoibych.
- B. Dubno, a ten-page report which includes information on light industrial plants, airfields, a military motor transport school, rayon and municipal government offices, and local government officials. In 1956, construction of an airfield with underground hangars was started in Pogoreltsy (N 50-28, E 25-48).²
- C. Odessa, an 11-page report, with town plan, which includes information on military installations, street names, and public transportation. The report locates a military zone with an air observation point, a military school, camp, and firing range.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X		
(Note: Washington distribution indicated by "X"; Field distribution by "#").															

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- D. Stanislav, a three-page report on street name changes, public institutions, and bus transportation.
- E. Uzhgorod, an eight-page report, with town plan, which includes information on bridges, transportation, and public utilities. The report states that there were fewer military personnel in Uzhgorod in mid-1957 than there had been in 1950-1955, that many military buildings had been turned over to the civil authorities, and a number of border guard units had been transferred to Chop.

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: General Information on
Drogobych and Stryy

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Drogobych

1. Drogobych [N49-21, E23-30], an oblast center in the Ukrainian SSR, had between 50,000 and 60,000 inhabitants (as compared to 30,000 - 35,000 prior to World War II) composed mostly of Ukrainians. There was also a large number of Russians who had come east for work and to fill administrative posts in the area.
2. The following industrial plants in Drogobych were reported:
 - a. Two oil refineries, which were connected by pipeline with the oil fields in Borislav [N49-17, E23-25].
 - b. Plant No. 5, a secret plant whose product was intended for the military (no details on the plant or location).

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3. The town was served by one bus line only. This connected No. 1 refinery with No. 2 refinery and ran via Stryy ulitsa, Lenin (formerly Rynek) Square, and Borislav ulitsa.
4. A small military cantonment accommodating a tank and an artillery unit was located along Vasilev ulitsa, which led to Truskavets.
5. In 1955/1956, construction was begun of buildings intended for the military at 17 Veresnya ulitsa (formerly Listopada). Upon their completion in early 1957, however, they were handed over to the town authorities for use as a municipal hospital and accommodation for doctors and workers of the public health service.
6. The following persons in Drohobych were reported:

- a. Panchenko (fnu), chairman of the municipal council since 1951/1952, [REDACTED]

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- b. Yavorskiy (fnu), secretary of the city Party committee, [REDACTED]

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- c. Tolstoy (fnu), city prosecutor since 1955/1956, [REDACTED]

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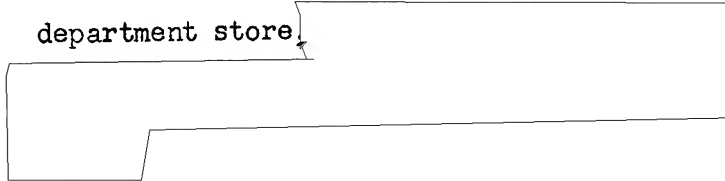
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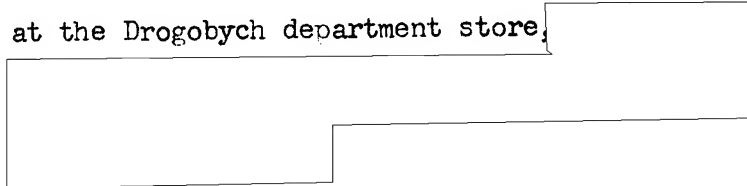
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- d. Shvets (fnu), manager of the Univermag department store,



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- e. Zakharov (fnu), secretary of the Party cell at the Drogobych department store,



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Stryy

7. A large jet airfield extended along both sides of the Drogobych/Stryy [N49-15, E23-51] road, five or six kilometers before entering Stryy. The field was rumored to contain underground installations. There was continuous excavating and construction work at the airfield (no details), but none of the local skilled or unskilled labor was employed there. Such exclusion of the local manpower led the population to suspect that the installations under construction were of the utmost importance, and barring them from employment there was done to preserve the secret nature of the project.
8. Numerous military personnel, especially air force troops, were observed in Stryy. The air force units were stationed in the former Polish barracks at the entrance to town, coming from Drogobych.

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: Miscellaneous Information on the Town of Dubno

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1. Dubno [N 50-26, E 25-44], a rayon center, had a mixed Ukrainian-Russian population of approximately 30,000. The town was divided into four quarters: Za Bramoy, Surmichy, Tsentr Goroda, and Pantalya. The two main streets, Voroshilova and Shevchenko, which formed part of the Lvov-Kiev highway, were asphalted while the rest of the streets were paved with stones. About 40 percent of the houses, especially those in the center of town, had been destroyed during World War II and their reconstruction was proceeding at a very slow pace. About half of the houses were made of wood and none of them was higher than two or three stories. There was neither a sewerage system nor a central water supply, and there

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was only one well in the center of town, on Stalina Street. The town had a single bus line, running between the railroad station and the market place.

2. The following are details on the industrial enterprises in Dubno:

a. The Bekonnaya Fabrika manufactured meat preserves and products and employed approximately 1,000 workers in two shifts. Located in the Surmichy quarter, near the railroad station, it had been in existence since before World War II when it was known under the name of Bekon Export Gnezno.

b. A tricot goods factory (Trikotazhnaya Fabrika), with approximately 2,000 employees, was located on Zhdanov Street, near the electric power station.

c. A sugar factory and an alcohol distillery were under construction in the Surmichy quarter.

d. The "Komunist" Cooperative employed approximately 800 people. The following is a list of its sections, which were located at different points in town:

(1) Shoemaking section, with four shops in town.

(2) Tricot goods section, which manufactured underwear and other items.

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- (3) Tailor's section (five shops)
- (4) Burnt bricks section
- (5) Section for fruit and vegetable drying
- (6) Photography section (one shop)
- (7) Book section (three shops)
- (8) Meat products section (three shops)

e. The Industrial Combine (Promkombinat), consisting of a number of carpentry shops and brick works, was located in the Za Bramoy quarter. It employed approximately 500 people.

f. The thermal power station, a prewar enterprise, was located in the Surmichy quarter. It could not meet the town's requirements and the industrial establishments were forced to operate at night when the load was not as heavy as during the day.

3. The following vocational secondary schools were located in Dubno:

- a. An agricultural school (Sekhoz Tekhnikum)
- b. A school for nurses (Shkola Med. Sester)
- c. A teachers' college (Ped. Tekhnikum)
- d. A school for librarians and club managers (Kult. Prosvet Tekhnikum)

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There are no institutions of higher learning in the town.

4. The following are details on medical institutions in Dubno:

a. The maternity hospital (Rod. Dom.), with about 250 beds, was situated in the Za Bramoy quarter.

b. The hospital for contagious diseases (Infektsyonaya Bolnitsa), with approximately 200 beds, was located on Zhdanov Street, where it occupied the former prison building.

c. The municipal hospital (Gor. Bolnitsa), with approximately 100 beds, was located on Zhdanov Street.

5. The following are details on military installations in the town:

a. The military airfield near the Surmichy quarter, constructed in 1940, was adapted for jet planes in the early 1950s. In 1957 an air force regiment (Polk), operating MIG fighters, was stationed at the field. The men were housed in the center of town, in barracks which before the war had been occupied by the 43rd Polish infantry regiment.

b. In 1956 work was begun on the construction of a new airfield with underground hangars for jet planes. This field was situated in the village of Bogoreltsy, approximately eight km from the town.

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c. The 29th Motor Transport NCO School (29 Avto Shkola) was located in the Dubno fortress (Krepost) which before the war had contained the court, the municipal administration, and the district administration. The school, which had been operated since 1948 by the Carpathian Military District, trained drivers of heavy and light vehicles. Two courses were given each year: one lasted for six months and had approximately 1,000 recruits; the second, a four-month course, trained men after completion of their basic training. The school stores were located in an old Russian fortress approximately six km from Dubno, on the road to Lvov.

6. The following are details on the public institutions in Dubno:

a. The rayon executive committee (Raispolkom) occupied a two-story building on Lenin Street.

b. The municipal executive committee (Gorispolkom) was situated on Voroshilov Street.

c. The rayon Party committee (Raikom) was situated in a two-story building on Budenny Street.

d. The rayon MVD directorate (Rayonnaye Uprav. MVD) was

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located on Shevchenko Street, in a three-story building which under Polish rule had contained the offices of the inspector of schools. The directorate had a staff of approximately 80 people and consisted of the following sections:

- (1) Interrogation (Sledstveniy Otdel)
- (2) Counter-espionage (Otd. Kontrazvedky)
- (3) Combatting of banditry (Otd. Borby Z Banditizmen)
- (4) Rayon fire department

e. The rayon militia administration, directly subordinate to the chief of the rayon MVD directorate, had a staff of approximately 150 people. It consisted of the following sections:

- (1) Combatting of fraud and speculation (Otd. Borbi Z Khishcheniyem Sotsialisticheskogo Imushchestva I Spekulatsey)
- (2) Anti-hooliganism (Otd. Borby Z Khuliganstvom)
- (3) Criminal investigation (Razvedivatelny Otd.)

f. Rayon military commissariat (Rai/voenkomat) was located on Shevchenko Street, next to the MVD offices.

g. The rayon court (Rayonny Sud) was on Shevchenko Street.

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h. The construction of the new prison building on the banks of the Ikva River was originally begun by the Poles and was completed under the Soviets. Since 1956 it has been used for the detention of some 1,000 juvenile delinquents of both sexes up to the age of 18 (Detskaya Trudovaya Kolona). The institution was under the direct jurisdiction of the oblast MVD directorate in Rovno.

7. The following individuals were residents of Dubno:
(fmu)

a. Major Agapof, / [redacted] had been chief of the rayon MVD directorate since 1945.

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b. Major Babenko (fmu) had been chief warden of the prison for juvenile delinquents since 1956, and had filled the same post before 1956 when the prison was still used for adults. [redacted]

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c. Chulitsky (fmu) had been chairman of the municipal executive committee (Pred. Gorispolkoma) since 1953. [redacted]

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d. Feldman (fmu) was the Dubno rayon public prosecutor (Raiprokuror).

e. Captain Gomzin (fmu), [REDACTED] had been head of the anti-banditry section of the Dubno rayon MVD directorate since 1950.

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f. Colonel Nikoforov (fmu) had been deputy in charge of administration at the 29th Motor Transport School since 1948.

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[REDACTED]

i. Colonel Selevorstov (fmu), [REDACTED] had been office in charge of the Dubno rayon military commissariat since 1956, [REDACTED]

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j. Snast (fmu) had been manager of the "Komunist" Cooperative since 1955.

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l. Colonel Stetsky (fmu), a tank officer, had been commanding officer of the 29th Motor Transport NCO School since 1948.

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m. Major Susuyev (fmu), head of the Dubno rayon militia since 1950,

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n. Timoshenko (fmu), chairman of the rayon executive committee (Pred. Raishpolkoma) since 1945, held the same position from 1939 to 1941.

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o. Colonel Volkov (fmu) had been political deputy of

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the 29th Motor Transport School since 1948.

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: Miscellaneous Information on Odessa

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1. The following military objectives in Odessa are reported:
 - a. A military zone was located on Vodoprovodnaya Street near the steel cable factory. The zone included the hill known to the local population as "Chunki" or "plague", so-called because plague victims used to be buried there. The hill, overlooking the town, served as the main (air?) observation point, and a military unit, equipped with searchlights and radar installations, was stationed on its summit.
 - b. A military school area was located on the right-hand side of Novo-Arkadiyskaya Doroga going towards Fontanskaya Doroga.

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According to rumor, the area included schools for artillery officers, tank officers, and infantry officers. An air force unit was also stationed in the area.

c. The military camp was located on Fontanskaya Doroga, extending as far as the fourth stop on trolley line No. 18. On the same road, near the fifth trolley stop, there was a military firing range, and situated next to it was the housing project of the "Marty" shipyard workers. Further on, past the sixth trolley stop, there began the area of rest houses belonging to the large industrial plants in Odessa.

2. A new power station (TETS) had been built on Deda-Moroza Street, in the Peresip quarter. The station had a 150 meter high stack which also served as a lighthouse.

3. Odessa was served by the following trolley bus lines:

a. No. 1 - From Tolstoy Street to the railroad station, via Derebasovskaya (up to the corner of Pushkinskaya).

b. No. 2 - This line, which had replaced trolley line No. 1, ran from Grecheskaya Pl. to Dzerzhinsky Street, via Lenin and Chkalov Streets and the Park of Culture and Rest (Park Kultur I Otdikha).

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c. No. 3 - From Dzerzhinsky Square to Melnichnaya via Dzerzhinsk, Chkalov and Bogdan Khmel'nitsk Streets.

d. No. 4 - From the railroad station to the bridge at the end of Lesnaya, via Pushkina, Bebel'ya, and Primorskaya Naberezhnaya.

4. Odessa was served by the following trolley lines:

a. No. 1 - This line was closed down and replaced by trolley bus line No. 2, as mentioned above.

b. No. 2 - From the railroad station via Privoznaya Ploshchad, Sovetskoy Armii Street (up to the end of Korolenko Street) and Selianskiy Spusk, ending underneath the railroad bridge.

c. No. 3 - This line traveled the same route as trolley Line No. 2, except that on its return route it continued past the railroad station in the direction of Vodoprovodnaya, up to the first station in Lustdorfskaya Doroga, to the Marty shipworkers housing project and back.

d. No. 4 - From the Shevchenko Park of Culture up to Chicherina Street, across Tiraspol'skaya into Khvorostina, and then to Stepovaya Street.

e. No. 6 - From the vicinity of the railroad bridge near Moscow Street, up Moscow Street to Yarmaroch'naya Ploshchad in the Peresip quarter.

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f. No. 8 - From the vicinity of Ostanovka Khlebnaya near Lozanovka, via Doroga Kuyalnikskaya, up to the rest home area.

g. No. 9 - This line ran along the same route as trolley line No. 6, but continued up to Lazanovka.

h. No. 10 - From the railroad station to Khutorskaya via Provoznaya Pl. and Vodoprovodnaya.

i. No. 11 - From the railroad station to Stepovaya via Privoznaya Pl. up to the corner of Sovetskoy Armii Street and Lazarova.

j. No. 12 - This line travelled the same route as trolley line No. 2, except that on its return route it did not turn into the railroad station, but into Lazarova, up to Stepovaya, and back.

k. No. 13 - From the railroad station to the prison via Privoznaya Pl. and Vodoprovodnaya.

l. No. 15 - From Tiraspolskaya Pl. to the hospital and bakery, via Franz Mehring Street, Klara Tsetkin Street, Perekopskaya Pobeda in the direction of Slobodka.

m. No. 17 - From the railroad station to the Arkadiy bathing beach on the sea shore, via Chizhikova up to Bilinskovo and Proletarskiy Bulvar.

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n. No. 18 - From Okt~~ab~~brskoy Revolutsii Pl. via Sverdlov Street up to station No. 16 of Bolshoy Fontan.

o. No. 20 - From Matroskiy Spusk, past the TETS power station, then going in the direction of Khadzhibayevskiy Leman. This line connected the town with its rural environs. It also passed along the Odessa fuel base (Neftebaza).

p. No. 21 - From Tiraspol'skaya Pl. to the jute factory (Zhutovaya Fabrika), via Tiraspol'skaya Ulitsa, Komsomol Street, Khvorostina, Stepovaya and Melnichnaya.

q. No. 23 - From Pl. Okt~~ab~~brskoy Revolutsii, via Chizhikova and Sverdlova, up to Nakhimova.

r. No. 27 - From the Shevchenko Park of Culture to Park Pobedy via Chizhikova and Ordzhenikidze.

s. No. 28 - From the Shevchenko Park of Culture to the end of Komsomol'skaya, via Chizhikova and Sovetskaya Armia.

t. No. 29 - From the railroad station, via Vodoprovodnaya to Lustdorfskaya Doroga.

u. No. 30 - From Matroskiy Spusk, via Frunze Street, to the Moldavanka quarter.

There were no trolley lines numbered 5, 7, 14, 16, 19, 22, 24, 25, or 26.

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5. The following changes in street names had been effected in
Odessa:

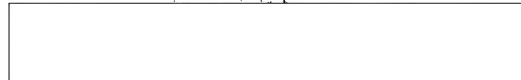
<u>Former Name</u>	<u>New Name</u>
Politseyskaya	R. Luksemburg
Grecheskaya	K. Libknekht
Starostina	Primorskaya Naberezhnaya

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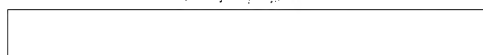


Legend to Sketch of Odessa

1. Hospital
2. Market
3. Naval base
4. Military Court of the Odessa Military District
5. Marine engineering college
6. Gorky sailors club
7. Foreign Trade Directorate (Vneshtorg)
8. Naval school
9. Vodotransportniy Rayon Party Committee
10. Odessa Hotel 
11. City and oblast Party offices
12. Oblast Party committee
13. Military camp
14. Black Sea Shipping Directorate (Upravlene Chernomorskogo Parokhodstva)
15. Customs office
16. Naval school
17. Former offices of some intelligence agency. According to rumor, they were transferred in early 1957 to Bebelya Street, near the Militia Directorate.

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18. An operetta theatre (Operetnyi Teatr). This had previously been an officers club, which was transferred to Pirogovskaya.
19. No. 1 police station
20. City Militia Directorate
21. Frontier Guards unit or school
22. Oblast Militia Directorate
23. KGB offices
24. KGB offices
25. Oblast military commissariat
26. Sports stadium
27. Military camp
28. Merchant marine hospital
29. Odessa Military District Headquarters
30. New six-story Railroad Directorate building
31. Branch of the agricultural institute and the flour millers' institute.
32. Tank and artillery school
33. Air force unit
34. Communication equipment factory
35. Crane factory of the Ministry of Railroads
36. Railroad installation and workshop area
37. Locomotive repair shops

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38. City hospital No. 2

Streets

- A - Primorskaya Naberezhnaya
- B - Korolenko
- C - Pastera
- D - Khmel'nitskogo
- E - Lastochkina
- F - Deribasova
- G - Libknekhta
- H - Lyuksemburg
- I - Zhukovskogo
- J - Bebelya
- K - Yaroslavskogo
- L - Chicherina
- M - Kirova
- N - Chkalova
- O - Malinovskogo
- P - Chizikova

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- R - Sportivnaya
 - S - Pirogovskaya
 - T - Seminarskaya
 - U - Sverdlova
 - V - Dzerzhinskaya
 - W - Proletarskiy Bulvar
 - Y - Vodoprovodnaya
 - Z - Basseynaya
-
- I - Khutornaya
 - II - Lazarova
 - III - Buddenovskaya
 - IV - Gospitalnaya
 - V - Khvorostina
 - VI - Zaporozhskaya
 - VII - Melnichnaya
 - VIII - Miasoyedova (formerly Sholom-Aleykhema)
 - IX - Belnichnaya
 - X - Sovetskoy Armii
 - XI - Karla Marksa

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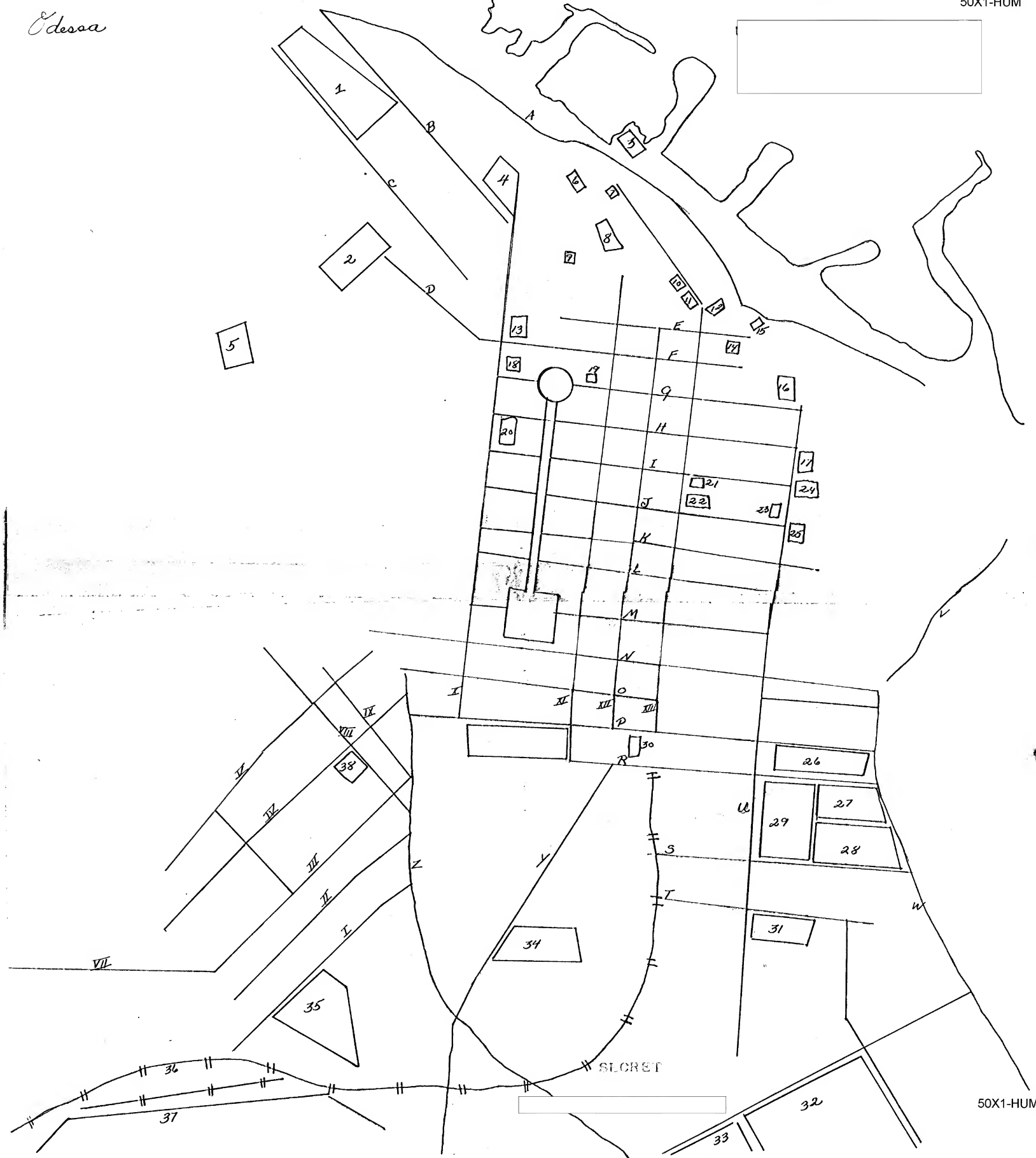
- XII - Lenina
- XIII - Pushkinskaya

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: Stanislav: Street Names, Public
Institutions, and Transportation
Facilities.

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Streets

1. The following street name changes in Stanislav [N]48-56,
E24-437 were reported:

<u>Former Name</u>	<u>New Name</u>
Ul. Sapiezynska	Ul. Sovetskaya (Ul. Radanska in Ukrainian)
Ul. 3-go Maja	Ul. Karla Marksa.
Ul. Sobieskiego	Ul. Chapayeva
Ul. Gotuchowskiego	Ul. Pushkina
Ul. Zosina Wola	Ul. Dadugina
Ul. Kazimierzowska	Ul. Dzerzhinskogo
Plac Paderewskiego	Ploshchad Uritskogo

Public Institutions

2. The following public institutions in Stanislav were reported:
- a. The Oblispolkom and Obkompartii were located on
Ul. Grunvaldskaya (formerly Gŭnwaldzka), in the

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building of the former Polish Provincial Directorate (Wojewodztwo).

- b. The Gorispolkom and Gorkompartii were located on Ul. Karla Marksa, in the building which once served as the Polish tax bureau (izba skarbowa).
- c. The medical institute (med-institut) was located in a large building on the former Ul. Karpinskiego, in the center of town. The building once served the Polish municipality (magistrat). The medical institute also occupied the former Pilsudski Boys Secondary State School, located on Pl. Uritskovo, while its club was located in another building.
- d. The teachers college (ped-institut) was located in the former commercial secondary school (szkola handlowa), a building built just before the outbreak of the war on the former Lipowa Street.

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- e. A warehouse was located in the former Roman Catholic Church (Kosciol Jezuicki) at the corner of Ul. Piotra Skargi (former name) and Ul. Grunwaldskaya.

Transportation Facilities

- 3. Public transportation in Stanislav was provided by the following two bus lines:
 - a. One line which ran from the railroad station to the airfield (civilian or military ?) via Ul. Grunvaldskaya, Ul. Karla Marksa, and Ul. Pushkina.
 - b. The other bus line ran through the center of town, along Ul. Sovetskaya and Ul. Galitskaya (formerly Halicka).

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COUNTRY: USSR (Ukrainian SSR)

SUBJECT: Miscellaneous Information on Uzhgorod

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1. Uzhgorod [N 48-38, E 22-17], the principal city in the Zakarpatskaya Oblast, had a population of 80,000-90,000, two-thirds of whom were Carpatho-Russians and the remainder national minorities consisting mainly of Hungarians. Uzhgorod was an important center of the timber industry and had many furniture factories. There were also a shoe factory and several small food plants in the town.

2. The Uzh River divided the town into two parts which were connected by a vehicle bridge and a pedestrians bridge. The vehicle

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bridge, which had been destroyed during the war, was rebuilt in 1949-1950. It was 100-120 meters long, 12-15 meters wide, had a clearance of 8-10 meters, and was constructed of reinforced concrete, paved with basalt stone blocks. The pedestrians bridge, about 100 meters long and 4-5 meters wide, was constructed of wood and had a number of concrete supports. In addition to the above, there was also a railroad bridge, which was made of steel with reinforced concrete foundations.

3. The Uzhgorod railroad station occupied a two-story building, the first floor comprising a waiting room, a cafeteria, the railroad police station and booking offices, and the second floor comprising the railroad offices and a special waiting room for women with small children. Rail traffic was not heavy as the town was situated some distance from the main line leading through Mukachevo to Chop, the latter being the main border station for Rumania, Hungary, and Czechoslovakia. The only long distance trains ran to Lvov and Kiev, but there were a number of local trains connecting Uzhgorod with other towns in the oblast.

4. Uzhgorod was not a transit town and road traffic through the town was not especially heavy, but the roads, constructed under the

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former Czech regime, were of good quality, having concrete foundations and asphalt surfaces. Because of these excellent roads, buses were the most important means of public transportation. There was a regular bus service between Uzhgorod and other towns in the oblast, such as Mukachevo, Rakhovo, Beregovo and Khust.

5. The Uzhgorod civil airfield was located very close to the Czech border. There was air service to Lvov, Kiev, and Moscow. The aircraft can land on the runway only by crossing the border, which was permitted under an agreement with Czechoslovakia.

6. The following are details on public facilities in Uzhgorod:

a. The town water plant was located in the vicinity of the railroad station. The water supply was regular and part of the town had a piping system which was introduced under Czech rule. Drinking water was also provided by wells which still existed in the courtyards of the houses. The town sewage system ran into the Uzh, thus polluting the river water.

b. There was no central gas supply and bottled gas had to be brought from Stryy. Wood, which was plentiful, was the most widely used fuel for heating purposes.

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c. The municipal power station supplied 220 V current at a rate generally sufficient for ordinary lighting, but which was frequently cut during the winter when the output did not meet the extra demand. The electricity was cut in various quarters of the town alternately to ensure the required amounts for the workshops and light industries.

d. According to rumor, no television station was to be established in the town because the mountains which surrounded the town would interfere with reception.

7. In recent years the local authorities had been allocating plots of land in the town's suburbs to citizens who were interested in building their own houses. These people built their houses entirely on their own, using clay bricks mainly.

8. Uzhgorod had two markets, a small one in which the owners of small plots in the town and surrounding area sold vegetables, fruit, and dairy products during the summer months; and a "New Market" for the sale of kolkhoz produce, especially fruit, flour, groats, potatoes, and meat. Until 1957, flour was obtainable only from the kolkhoz market, as it was not sold in the shops.

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9. The Hungarian community was the largest of the national minorities in Uzhgorod. There were Hungarian secondary schools, Hungarian language radio broadcasts and a Hungarian language daily newspaper.

10. Religious freedom existed in the town. There were two practicing churches, one Orthodox and the other Hungarian-Catholic. Both churches had priests and fairly large congregations. On religious holidays large crowds filled the churches and even religious processions were held through the town.

11. Dress styles were still influenced [] and none of the cotton-wool clothes, characteristic of the Eastern USSR, were to be seen in the town. The villagers were also better dressed than people in other parts of the USSR. Some of the mountain dwellers in the oblast still wore the embroidered regional costumes and rubber-soled shoes made from old tires.

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12. The inhabitants of Uzhgorod held ordinary identity cards. There was free access to the entire oblast, except for the border town of Chop, and there was no check on identity cards. The special permits which had previously been required for entrance into the oblast were abolished in 1953-1954.

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13. In early 1957 a cafeteria worker was arrested because when he was asked to serve beer he said that there was none as Khrushchev had sent it all abroad. According to rumor, the man was sentenced to three years' imprisonment.

14. In mid-1957 there were fewer military personnel in Uzhgorod than there had been in 1950-1955. Many of the buildings which had been occupied by the army until 1955 were evacuated and turned over to the civil authorities for living quarters. A number of border guard units were transferred to Chop. No further details on military units were available.

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Legend to Overlay of Uzhgorod

1. Vehicle bridge over the Uzh River
2. Pedestrians bridge over the Uzh River
3. Railroad bridge over the Uzh River
4. Russkaya
5. Minayevskaya
6. Kapushanskaya
7. Slaughter house
8. Kolkhoz market
9. Group of buildings evacuated by the frontier guards
10. Gorsovet
11. Group of buildings evacuated by the army and turned over to the local authorities for living quarters.
12. Grain elevator (Zagotzerno)
13. Military camp (No details.)
14. Group of buildings evacuated by the army and turned over to the local authorities for living quarters.
15. Military camp occupied by an artillery unit
16. Sovetskaya

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17. Oblast state bank (Obl.-Gosbank)
18. Glazed brick factory
19. Sawmill and furniture factory
20. Power station
21. Timber processing plant (Derevo Obdelochniy Kombinat)
22. Infantry and artillery camp
23. Agricultural school

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